Statement—*contd.*

(Rs. in Lakh)

S. No.	Type of schemes	No. of schemes	Estimated Cost
III.	*Research and development*	35	766.19
IV.	*Development of other district roads and village roads*		
	(a) Construction of bridges/cross drainage works .	89	3,003.00
	(b) Strengthening and black topping . . .	100	3,527.00
	TOTAL .	189	6,530.00
V.	*Preventive maintenace by way of strengthening heavy Density corridors*		
	(a) Reconstruction of weak and narrow bridges . .	7	173.35
	(b) Strengthening of State Highways and Major District Roads	43	4,742.78
	TOTAL .	50	4,916.13
V.	*Training of highways Engineers* . . .		900.00
	GRAND TOTAL .	577	39,289.56

Acquisition of forest land for National Highways

337. SHRI JOHN F. FERNANDES : Will the Minister of SURFACE TRANSPORT be pleased to state :

(a) whether it is a fact that under the existing system of acquiring forest land for National Highways an equal area of land is given to the Forest Department in lieu of acquired land which causes ample delay in executing the works of National Highways;

(b) if so, whether Government propose to do away with this system and see its own land is used to increase the present forest coverage ; and

(c) if so, by when legislation is proposed to be enacted in this regards ?

THE MINISTER OF STATE OF THE MINISTRY OF SURFACE TRANSPORT (SHRI JAGDISH TYTLER) : (a) Yes, Sir. As per guidlines issued by the Ministry of Environment and Forest,equivalent non-forest land for compensatory afforestation is required to be identified by the concerned State/Union Territory Government in respect of proposals for diversion of forest land for non-forestry purposes, including construction of National Highways, under Forest Conservation Act, 1980. After receipt of all the essential details, the proposals for diversion of forest land for non-fosestry purposes are examined by Ministry of Environment and Forest for decision under Forest Conservation Act, 1980.

(b) and (c) It has been decided that compensatory afforestation of 'B' graded

forest will be accepted instead of non-forest land, in respect of forest land consisting of linear plantations on both sides of roads, canals etc. The issue of detailed guidlines in this regard is under process by the Ministry of Environment and Forest.

Affairs of Hindustan Shipyard and Cochin Shipyard

338. SHRI P. UPENDRA : Will the Minister of SURFACE TRANSPORT be pleased to state :

(a) whether the Hindustan Shipyard and the Cochin Shipyard are facing problems due to lack of orders ;

(b) whether the Hindustan Shipyard Ltd., has received new orders from the Shipping Corporation of India ;

(c) whether the Cochin Shipyard has been entrusted with building air craft carriers ; and

(d) what further steps Government are contemplating to make these units viable and functional ?

THE MINISTER OF STATE OF THE MINISTRY OF SURFACE TRANSPORT (SIR. SHRI JAGDISH TYTLER : (a) Yes.

(b) and (c) No, Sir.

(d) A proposal for revival of the Shipyards, keeping in view the latest changes in the import-export policy of the Government, is under consideration. Another proposal for capital restructuring of Hindustan Shipyard and Cochin Shipyard involving conversion of project developmental loans into equity, interest holiday, waiver of interest etc. is under consideration of the Government.

Fleet utilisation By DTC

339. SHRI KAMAL MORARKA : Will the Minister of SURFACE TRANSPORT be pleased to state :

(a) whether it is a fact that in the Annual General Body Meeting of the Association of the State Road Transport Undertaking, held in March, 1992, it was observed that the fleet utilisation of some SRTUs was as low as 25 per cent as reported in the 'Indian Express' dated the 24th March, 1992 under the caption 'SRTUs must improve performance: Tytler' ;

(b) if so, what is the fleet utilisation of DTC ;

(c) what are the reasons for under utilisation of DTC fleet ; and

(d) what are the efforts being made to make DTC more viable ?

THE MINISTER OF STATE OF THE MINISTRY OF SURFACE TRANSPORT (SHRI JAGDISH TYTLER) : (a) Yes, Sir

(b) The average fleet utilisation of DTC during the year 1991-92 has been 85.71 per cent.

(c) Does not arise in view of the answer to (b) above.

(d) Government have taken among others, the following steps to make the DTC more viable :—

(i) The fares of DTC have been revised w.e.f. 28-12-1991.

(ii) To provide fast and comfortable services to the section of the commuters who can pay a little more than the ordinary fares Green Line Express Services have been introduced at a flat fare of Rs. 4 per head per trip.

(iii) The fares of Chartered Buses running under DTC have also been revised.

(iv) All future recruitments have been banned in DTC as a measure of reducing Administrative expenditure.

(v) The private buses are being charged Rs. 250 for utilising the DTC bus shelters.